

MONTHLY
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VT GOVERNOR'S
HIGHWAY SAFETY
PROGRAM

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2011

GHSP NEWS

6
Fatalities

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Vermont Improves in Traffic Safety Laws Review

Mon Jan 24 2011

Highway safety advocates today released the 2011 Roadmap Report, the eighth annual report card grading all 50 states and the District of Columbia on their performance when it comes to adopting 15 basic traffic safety laws. This year the report's publishers, Advocates for Highway and Auto Safety (Advocates), focused on the state budgetary impact of highway safety gaps. Vermont moved up to a grade of "yellow," mostly for its addition of a text-messaging prohibition.

"As states debate about keeping their treasuries solvent, lawmakers and governors in many states are blind to obvious legislative actions that will help with the budget crisis," said Judith Lee Stone, President of Advocates. "The 2011 Roadmap To State Highway Safety Laws shows that adoption of effective state traffic safety laws saves lives and saves taxpayer dollars.

Among the 15 model laws advocates evaluated in its 2011 Roadmap To State Highway Safety Laws are seat belt, booster seat and motorcycle helmet measures, in addition to restrictions and requirements for teen drivers, all-driver texting bans and tougher impaired driving laws.

The federal government estimates that motor vehicle crashes cost society \$230 billion every year. In 2009, nearly 34,000 people died in crashes throughout the nation and millions more were injured. This is equivalent to a "crash tax" of more than \$800 for every person.

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New Hampshire Car Crash Aftermath Video Goes Viral

by Jim Armstrong, WBZ-TV February 3, 2011 6:54 PM

SALEM, N.H. (CBS) — This amazing video from I93 south in Salem, New Hampshire is literally now world famous.

The broadcast has been on news programs and websites around the globe.

The youtube.com video of the incident has been viewed close to 400,000 times since an Eagle-Tribune photographer captured the images early Tuesday morning.

"It's the first time I've even seen anything like that," said said truck operator Jason Croteau. Croteau has worked for RGA Tire and Auto in Pelham, N.H. for a decade. He said, "the Ford looked delicately balanced, but really wasn't."

"It was sturdy," explains Croteau. "You could try to rock it, but it wouldn't rock. The person, whoever was in the vehicle, was safe once they hit that because it wasn't going to roll either way."

The woman behind the wheel was a 41-year-old from Derry, N.H., and is fine.

WBZ-TV talked off camera to the woman's boyfriend who said she was a little bruised and banged up, and more than a little overwhelmed by all the attention her accident has gotten.

For a view of the news documentary, copy the link below and search on your browser.

http://video.boston.cbslocal.com/global/video/popup/pop_playerLaunch.asp?vt1=v&clipFormat=flv&clipId1=5532277&at1=News&h1=New Hampshire Car Crash Video Aftermath



A car came to rest on its nose on I-93 in Salem (Courtesy: Tim Jean/Eagle-Tribune)

Vermont Fatalities to Date

	2006	2007	2008	2009	2010	2011	Average
Jan	8	6	5	2	9	2	5.3
Feb	5	8	8	1	1	4	
March	12	3	3	3	4		5
April	5	7	8	5	4		6.25
May	13	5	7	9	6		8
June	9	4	12	11	6		8.4
July	8	7	7	4	3		5.8
Aug	5	10	3	11	6		7
Sept	9	4	7	6	8		6.8
Oct	6	2	7	3	6		4.8
Nov	2	6	2	7	8		5
Dec	5	4	4	12	8		6.6
Total	87	66	73	74	69	6	

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An Act Relating to the Study and Recommendation of Ignition Interlock Device Legislation – Pilot Project

This act authorizes issuance of ignition interlock restricted driver's licenses effective July 1, 2011, to eligible DUI offenders and specifies the terms and conditions of operation under an ignition interlock RDL. The Act also establishes a six-month pilot project, which began on **January 1, 2011** and will continue through **June 30, 2011**.

An Ignition Interlock Device Restricted License, referred to as an “**RDL**”, allows an individual to drive non-commercial vehicles equipped with an ignition interlock device, while their regular license is suspended or revoked for an alcohol-related driving under the influence offense. The applicant is granted a conditional reinstatement ahead of their normal eligibility date if they participate in the Ignition Interlock Program.

The participants of the Pilot Project are a very small number of a group of individuals who reside in Chittenden County, who are currently enrolled in the Department of Corrections Intensive Substance Abuse Program (ISAP), or parolees who have completed ISAP, but who are under the supervision of the Probation and Parole office in Burlington.

Some of the participants have begun installing ignition interlock devices in their vehicles; as a result, we are providing you with a set of the Frequently Asked Questions which were drafted to answer many of the questions the Pilot Project participants may have. These FAQ's should answer many of your questions as well.

As you may already know, a breath alcohol ignition interlock device is a device designed to minimize the opportunity of a driver operating a vehicle while under the influence of alcohol.

The device works by requiring a breath sample prior to starting a vehicle, and periodically as the vehicle is being driven (often referred to as “rolling retests”). If the breath sample provided contains an alcohol level below the acceptable threshold, the vehicle will be allowed to operate; if the breath sample provided contains an alcohol level above the acceptable threshold, **0.02**, the vehicle will not start. Under no circumstances will the device shut

the vehicle off when it is being driven, nor should the device interfere with the safe operation of the vehicle.

Only those ignition interlock devices which use fuel cell technology to measure breath alcohol concentration shall be used in Vermont. Additionally, the Vermont Parole Board has made it mandatory that all Pilot Project participants have camera-equipped ignition interlock devices installed in their vehicles. This will allow for the positive identification of the individual who provides the breath samples.

Should you perform any traffic stops on vehicles, please be advised, the driver may have an ignition interlock device. When viewing the driver's Operator's License (or EDL), or performing a records check, if the driver is required to have an ignition interlock device installed in their vehicle, the license will have a **Restriction 8** indicated in the “*Restriction Code*” field. The driver should also have a blue Restriction Card which should be marked “**Ignition Interlock Device**”. If during a traffic stop, you find the driver has the *Restriction 8 – Ignition Interlock Device* on their license, but is operating a vehicle which is **not** equipped with an ignition interlock device, the driver shall be cited for Driving After License/Privilege Suspended or Revoked (DLS).

As briefly mentioned above, once the vehicle is started, at random times during the operation of the vehicle, the device will prompt the driver to provide another breath sample, a “rolling retest”. If the breath sample is not provided, or if the breath sample is at or exceeds a BAC of 0.02, the IID will log the event as a “failure”, and will then signal the vehicle to begin flashing the lights and sounding the horn. This will continue until the vehicle is turned off, or a clean breath sample has been provided. Should you see a vehicle whose lights are flashing and horn is sounding, it is an indication that you should perform a traffic stop; it is possible the vehicle is being operated by an individual who is under the influence of alcohol.

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Vermont Improves (cont. from pg 1)

“There are both obvious and hidden costs in the millions of deaths and injuries that occur on the nation's roads every year. Motor vehicle costs are diverting and depleting our nation's resources at an alarming rate,” said Ted Miller, Principal Research Scientists, Pacific Institute of Research and Evaluation. “The Medicaid bill for crashes alone is \$8 billion per year. In addition, catastrophic injury patients pour onto the Medicaid rolls to pay their hospital bills. And once they convert to Medicaid, not only do we pay that hospital bill, we pay for their health care.”

“Legislators can do more to save lives and prevent serious injuries by passing traffic safety laws than I can ever hope to save in a lifetime of treating patients in the emergency room. For example, Virginia should pass a primary enforcement seat belt law this year to save money from unnecessary Medicaid and other medical expenditures which are accelerating annually. It's a matter of dollars and sense,” said Dr. Mark R. Sochor, an emergency physician and Associate Professor and Research Director, University of Virginia Department of Emergency Medicine.

In this year's report states were given one of three rating based on how many of the 15 optimal laws they have: Green (Good); Yellow (Caution – state needs improvement); and Red (Danger – state falls dangerously behind). Placement in one of the three ratings was based solely on whether or not a state had adopted a law as defined in the report, and not on any evaluation of a state's highway safety education or enforcement programs.

In 2010, five states improved their rating from Yellow to Green, Delaware, Georgia, Kansas, Louisiana and Michigan. Two states upgraded from Red to Yellow, Vermont and Wyoming. In all, the District of Columbia and 15 states were rated in the highest rated category of green including New Jersey, Illinois, Oregon, Maryland, New York, Georgia, Delaware, Michigan, North Carolina, Tennessee, Washington, Kansas, Minnesota, California and Louisiana. The states with the worst rating of red are South Dakota, Arizona, North Dakota, Virginia, Nebraska, Ohio, and Pennsylvania. Explanations for assigning the best and worst ratings can be found at www.saferoads.org.

“Having just participated in the most challenging budget session I've experienced in Illinois where we made extremely difficult decisions to get our finances back on track, I can tell you that it is a painful

(cont. on pg. 4)

Crash Tip of the Month — by Mandy White, AOT

This month we would like to remind law enforcement that the alcohol and drug results are an important piece of information to have. If the results are pending, there are options for both Alcohol and Drugs that allow for these submissions and in a period of time you should get an email to remind you to enter the results. Please pay attention to these emails and fill out the appropriate information.

Far too many fatal crashes are coming through with “None Reported” chosen for Alcohol and Drug Test Given but the people had extremely high BAC and/or multiple drugs in their systems. If this is the case it is easy to assume we are also missing a lot of other cases with the same types of results.

If you have any questions or need any help with Web Crash please call us!

Our number is **1-888-374-3011** and our email is AOT-CrashRequests@state.vt.us

Stay safe! ■

Progress in Reducing Pedestrian Deaths Lags in 2010

FATALITIES PROJECTED UP DURING FIRST SIX MONTHS FOR THE FIRST TIME IN 5 YEARS

WASHINGTON, D.C. – A report released today by the Governors Highway Safety Association (GHSA) reveals that pedestrian fatalities increased during the first six months of 2010. While the increase is small – 0.4 percent – it is notable because overall traffic fatalities during this period were significantly down, and this comes on the heels of four straight years of steady declines in pedestrian deaths.

The new report – *Spotlight on Safety: Pedestrian Traffic Fatalities by State* – is the first state-by-state look at pedestrian fatalities for 2010 and was completed by Dr. James Hedlund, an independent researcher, formally with the National Highway Traffic Safety Administration (NHTSA). Dr. Hedlund surveyed GHSA members, who reported preliminary fatality numbers for every state. For the first six months of 2010, pedestrian fatalities increased by seven, from 1,884 to 1,891. If the second six months of 2010 also show no significant change, this will be the first year of increase or no progress after four years of decline. Pedestrian traffic fatalities dropped from 4,892 in 2005 to 4,091 in 2009, an average decline of 200 each year.

While the slight increase may not seem particularly alarming, it is a concern given that during this same period overall traffic fatalities declined eight percent, according to the preliminary estimate from the NHTSA. A growing national focus on walkable communities and “get moving” health and fitness efforts may cause pedestrian exposure, and thus risk, to increase.

GHSA Chairman Vernon F. Betkey Jr. notes, “Nationally, pedestrian fatalities account for about 12 percent of overall traffic deaths, a small but significant portion. Given that we have made so much progress in this area, GHSA is concerned to see this reversal. One factor may be the increased distractions for both pedestrians and drivers. Anyone who travels in a busy city has seen countless pedestrians engrossed in conversation or listening to music while crossing a busy street. Just as drivers need to focus on driving safely, pedestrians need to focus on walking safely – without distractions.”

Looking at the early data from 2010, GHSA's report notes that 28 states experienced a pedestrian fatality decline, while 18 saw an increase and five were unchanged. (For purposes of this report, Washington D.C. is considered a state). Significantly, eight states had an increase of at least ten deaths. Interestingly, one might expect the increases to be in the large states with big cities and lots of pedestrians such as in California, New York and Texas. However, these three big states experienced reductions in pedestrian fatalities. States with increases include: Arizona (up 21), Florida (up 36), Oklahoma (up 16) Oregon (up 18), and North Carolina (up 17).

Troy E. Costales, GHSA's Vice Chairman and head of Oregon's highway safety program, notes that the big increase in his state comes after 60-year lows in 2009. Costales adds, “It is definitely a concern. Looking at our data, we are seeing pedestrians crossing mid-block instead of at crosswalks, pedestrians walking in the roadway, and even some walking in the travel lanes of the

(cont. on pg. 4)

Pedestrian Traffic Fatalities by State

Pedestrian traffic fatalities, 2009 and January - June 2010

State	2009 total	2009 6 months	2010 6 months	change 6 months	State	2009 total	2009 6 months	2010 6 months	change 6 months
AK	9	3	3	0	MS	58	28	19	-9
AL	64	39	27	-12	MT	15	4	2	-2
AR	36	16	13	-3	NC	14	64	81	17
						6			
AZ	120	54	75	21	ND	4	3	0	-3
CA	563	260	260	0	NE	9	6	5	-1
CO	47	16	12	-4	NH	8	4	4	0
CT	26	11	16	5	NJ	15	81	65	-16
						7			
DC	14	5	8	3	NM	39	14	14	0
DE	15	4	12	8	NV	35	18	12	-6
FL	466	208	243	35	NY	30	139	132	-7
						6			
GA	150	78	77	-1	OH	85	32	36	4
HI	16	9	12	3	OK	31	15	31	16
IA	21	9	6	-3	OR	35	13	31	18
ID	10	2	1	-1	PA	13	76	72	-4
						4			
IL	111	50	46	-4	RI	16	6	5	-1
IN	50	21	27	6	SC	89	41	35	-6
KS	22	12	11	-1	SD	4	1	6	5
KY	41	18	25	7	TN	70	33	31	-2
LA	107	63	29	-34	TX	34	166	124	-42
						4			
MA	48	14	25	11	UT	19	10	10	0
MD	113	54	50	-4	VA	73	31	41	10
ME	11	5	4	-1	VT	5	1	2	1
MI	118	48	58	10	WA	61	23	27	4
MN	42	19	16	-3	WI	38	12	21	9
MO	68	31	20	-11					

Act No. 126 (cont. from pg 2)

As you are aware, this is currently a heavily publicized issue; the new legislative session will undoubtedly bring change to the Act in its current form. If, and when, changes do occur, you will be advised of this in additional Bulletins. — *Robert Ide, Commissioner*

AN UPDATE FROM GLEN BUTTON: Currently, three individuals under the supervision of the Probation and Parole office in Burlington have been issued a restricted drivers license (RDL) to operate a vehicle equipped with an ignition interlock device (IID). The number of people participating in the pilot program may increase to as high as twenty over the course of the next few months. On July 1, 2011, the ignition interlock program will be available to most individuals whose license has been suspended for Driving While Intoxicated.

I think you will find this bulletin very helpful in understanding this new law and how an ignition interlock device operates.

For more information contact: Glen Button, Director of Enforcement and Safety VT-DMV | Glen.Button@state.vt.us ■

Progress in Reducing (cont. from pg. 3)

interstate. We are familiar with aggressive drivers; we now have aggressive pedestrians.” Costales also notes that more than half of the pedestrians killed in 2010 were under the influence of intoxicants.

The report notes that while there are no single solutions to address pedestrian safety, there are well established general principles states should follow to keep pedestrians safe. These include:

- **Prioritization.** Make pedestrian safety a real priority and allocate appropriate resources to pedestrian countermeasures.
- **Data Analysis.** Analyze crash data to identify pedestrian problem areas. Some states conduct pedestrian safety audits.
- **Engineering.** Install pedestrian crosswalks or reserve roadway space and time for pedestrians. Georgia has added pedestrian-activated red stop lights at high-volume pedestrian areas.
- **Laws and Enforcement.** Enhance laws and employ innovative enforcement tactics. New Jersey strengthened its law by requiring vehicles to stop, rather than only yield, for pedestrians in crosswalks. Hawaii and New Jersey have used decoy enforcement tactics, in which police officers pose as pedestrians in marked crosswalks; motorists who fail to stop are issued warnings or tickets by uniformed officers a short distance away.
- **Education.** Educate children on safe pedestrian behaviors as is currently done across the nation.

The full report, *Spotlight on Safety: Pedestrian Traffic Fatalities by State*, including state-by-state data, is available at www.ghsa.org. ■

Vermont Legislative News — by Norman James

Immediately after the 2011 session of the Vermont Legislature convened on January 5 a Joint Resolution was introduced calling on President Obama and Congress to take immediate steps to halt the spiraling cost of gasoline. The resolution cites the impact of gasoline prices on people living in rural states such as Vermont who are dependent on their motor vehicles for medical care, work, and other transportation needs. Describing the price of gasoline as an economic emergency, the resolution says low income people have to restrict or eliminate optional activities in order to be able to afford high priced gasoline. The resolution also points to the damaging effects of high priced gasoline on the agriculture community. The resolution, was shuttled off to the House Transportation Committee calls for action on the economic domestic front and the international diplomatic stage, a convening of an international emergency energy price summit, and the imposition of temporary price controls. ■

Vermont Improves (cont. from pg 2)

process. There aren't many stones left unturned in the quest to save our state money,” said Illinois State Senate President John Cullerton (D-6th District, Chicago). “If we hadn't already passed the great majority of laws rated in Advocates' Roadmap Report, I would have recommended that we do so right away. States pay a steep price for not having these safety laws and it can add up to many millions of dollars in Medicaid and other health care costs.”

In 2010, 13 states enacted one or more of Advocates' recommended highway safety laws for a total of 22 new laws. No state enacted an all-rider motorcycle helmet law although there were 9 successful attempts to repeal existing laws. The new laws enacted in all state legislatures are:

Primary Enforcement of Seat Belts: Georgia (eliminated pick-up truck exemption) and Kansas

Booster Seats (children ages 4 through 7): Colorado (upgraded to primary enforcement)

Graduated Driver Licensing (GDL) for teen drivers: Alabama (passenger and cell phone restrictions), Georgia, Kentucky, Massachusetts, Oklahoma, Vermont and Washington (cell phone restriction), Michigan (nighttime and passenger restriction).

Impaired driving: Wisconsin (mandatory BAC testing for drivers who survived)

All-Driver Test Messaging Restriction: Delaware, Georgia, Kansas, Kentucky, Louisiana, Massachusetts, Michigan, Vermont, Washington, Wisconsin and Wyoming.

The 2010 report found that an additional 362 new laws need to be adopted in all states and D.C. to fully meet Advocates' 15 legislative recommendations:

- 19 states still need an optimal primary enforcement seat belt law;
- 30 states still need an optimal all-rider motorcycle helmet law;
- 23 states still need an optimal booster seat law;
- No state meets all the criteria of Advocates' recommended GDL program;
- 45 states and D.C. are missing one or more critical impaired driving laws; and,
- 24 states still need an all-driver text messaging restriction

Also participating in the news announcement was Dr. Grant Baldwin, Director of Unintentional Injury Prevention at the U.S. Centers for Disease Control and Prevention (CDC) who described a new system that will be available in February to map death rates and estimate costs associated with injury-related deaths at state and county levels.

Advocates for Highway and Auto Safety is a coalition of insurance, consumer, health, safety and law enforcement organizations that work together to advance state and federal highway and vehicle safety laws, programs and policies. ■

SOURCE:

<http://www.vermonthbiz.com/news/january/vermont-improves-traffic-safety-laws-review>

Bill Number	HOUSE	Location
H-107	Sponsored by Representative Lippert, this bill makes traffic tickets and video recordings of roadside DUI stops public records.	House Judiciary
H-108	Sponsored by Representative Masland, this bill establishes a study committee to consider whether Vermont should implement a mandatory sobriety program for repeat DUI offenders similar to South Dakota's "24/7 Sobriety Program."	House Judiciary
H-115	Sponsored by Representative Porier, this bill proposes to reinstate a furloughed offender's operator's license when the primary reason for the suspension is a failure to pay fine.	House Corrections & Inst.
H-117	Sponsored by Representatives Grad of Moretown and Pugh of South Burlington, this bill prohibits junior operators from driving between midnight and 5:00 a.m.	House Transportation
H-119	Sponsored by Representative Cheney and others, this bill requires that headlights be on when windshield wipers are in use.	House Transportation
H-154	Motor vehicles weighing more than five tons from idling more than five minutes in an hour with certain exemptions.	To be introduced
SENATE		
S-3	Sponsored by Senator Sears, this bill makes law enforcement dashboard videos public.	Senate Government Operations